

Today's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.
Representative—Mr. ALAN HAMILTON.

TO-NIGHT,
(TUESDAY), APRIL 16TH.

THE BROUGH COMEDY CO. BROUGH COMEDY CO. BROUGH COMEDY CO.

Mrs. BROUGH.
Miss Temple. Miss Ada Rochfort.
Miss Grace Noble. Miss Gillies Brown.
Miss Bessie Thompson. Miss De Courcy.
Miss Evelyn Manthez.

Mr. BROUGH.
Mr. W. T. Lovell. Mr. H. Gratton.
Mr. Reg. Dattrey. Mr. M. Majeroni.
Mr. Leslie Victor. Mr. G. McMahon.
Mr. McIntyre. Mr. Hards.
Mr. P. Brough.

TO-NIGHT AND TO-MORROW,
April 16th and 17th,
FIRST PRODUCTION IN HONGKONG

"TYRANNY OF TEARS" "TYRANNY OF TEARS" "TYRANNY OF TEARS"

A Comedy in Four Acts, by C. HADDON CHAMBERS.

THURSDAY AND FRIDAY,
April 18th and 19th.

FIRST PRODUCTION IN HONGKONG

"THE LIARS" "THE LIARS" "THE LIARS"

An Original Comedy in Four Acts, by HENRY ARTHUR JONES.

SATURDAY AND MONDAY,
April 20th and 21st.

FIRST PRODUCTION IN HONGKONG

"THE GAY LORD QUEX" "THE GAY LORD QUEX" "THE GAY LORD QUEX"

An Original play in Four Acts, by ARTHUR W. PINERO.

PRICES AS USUAL.
Boxes \$15.00
Dress Circles and Stalls 3.00
Pit 2.00
Back Seats 1.00

Doors open 8.30. Curtain 9 P.M.

Carriages 11.30.
Hongkong, 16th April, 1901. [404c]

JUST OPENED.

A FINE Consignment of FRENCH PRE-SERVES of a well known make.

Quality will speak for itself.

H. RUTONJEE,
22 & 23, Elgin Road, Kowloon.

Hongkong, 16th April, 1901. [34]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"
Captain Cox, will be despatched as above on FRIDAY, the 19th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th April, 1901. [421c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"RICHMOND CASTLE,"
will be despatched for the above Port on or about the 23rd instant, and will be followed by the S.S. "FERNIDE" and "LOWTHER CASTLE," "AFRIDI" and "HILLGLEN."

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 16th April, 1901. [4]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU,"
(3,875 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 16th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th April, 1901. [429c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGAN RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.)

Calling SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"
will be despatched for PORTLAND (OR.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, Agents, or SHEWAN, TOMES & CO., Agents.

Hongkong, 16th April, 1901. [431c]

Today's Advertisements.

NOTICE TO CONSIGNEES.
FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"
Captain Vyvyan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 16th April, 1901. [430c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BUCKINGHAM,"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 16th April, 1901. [4]

Intimation.

A. S. WATSON & Co., LIMITED.

WATSON'S HYGIENOL.

(Registered).

A POWERFUL DISINFECTANT, GERMICIDE, ANTI-SEPTIC AND DEODORISER.

RECOMMENDED BY THE MEDICAL PROFESSION.

CHEAP, HARMLESS CONVENIENT AND EFFECTIVE.

This DISINFECTANT possesses all the good properties of Carbolic Acid, but is IMMENSELY SUPERIOR in being NON-POISONOUS—even in its concentrated form, thus avoiding risk of accident—and in the facility with which it mixes with COLD WATER in any proportion. In its diluted state it will not injure, stain, or corrode the person, metals, furniture, cotton, linen, or woollen fabrics.

WATSON'S PURE CARBOLIC SOAPS will be found most efficacious for the prevention of contagious diseases of all kinds.

A. S. WATSON & Co., LIMITED, HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 16, 1901.

NOTES AND COMMENTS.

The Election that Failed.

"First catch your hare," is the advice given in the cookery book as an introduction to the instructions for the juggling of that toothsome animal, and we would suggest to the Sanitary Board and the Government that before proceeding to hold an election it would be well to first catch your candidate. This very sound advice had been neglected so far as yesterday's meeting of ratepayers was concerned, and the few qualified people who turned up and might have been put forward as candidates were not to be caught by chaff (beg pardon, we mean the impassioned eloquence of the Registrar of the Supreme Court, who placed lucidly before them the folly of trying to kick against the pricks, in the shape of the Government) and not a single man of the lot (small assembly we mean) could be got to offer himself as a "fit and proper person" to represent the interests of the public on what the Government calls a popularly constituted Sanitary Board. Mr. KYSHRE

told those present the awful tale of Penang, and said that it was apathy, on the part of the Hongkong public that had brought this state of affairs about, but the only effect of this was to stir Mr. PLAYFAIR to reply that it was disgust and not apathy, and to throw Shanghai in his teeth (metaphorically, of course). Then the proceedings languished, the day was hot and the few ratepayers who had managed to turn up were thirsty and they went away. Mr. KYSHRE waited until six o'clock and then he too left, and so terminated the election which failed.

It was hardly to be expected that anyone would be foolish enough to offer himself as a candidate for the Sanitary Board. The position necessitates the sacrifice of much valuable time, and Hongkong business men have no time to waste. And had anybody come forward as a candidate his time would have been wasted, for he could have done no more against the obstruction of the official element and the Government than his predecessors; and no sensible man likes to spend a lot of time in preparing and passing resolutions which are either overruled, utterly disregarded, or pigeonholed, as the spirit of the officials may direct. In all other places than Hongkong a Sanitary Board occupies the position of a jury and the Government acts as judge and directs it on points of law. The Board tries the case and the Government carries out the sentence. Here, however, the Government allows the Board to do as it pleases in regard to recommendations and suggestions, but exercises its own sweet will with regard to ignoring or acting upon them and, as often as not, the whole work of the Board is wasted.

We hope that yesterday's fiasco will serve to show the Government that the public of Hongkong are tired of the methods adopted with regard to the Sanitary administration of the Colony. But Mr. KYSHRE says that we, the public, are foolish and don't know what is best for us. Of course we might reply with a *tu quoque*, but we are too well aware that the Government, as at present constituted, is incapable of conviction.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

COLONEL PLUMER AT PETERSBURG.

BOERS REMOVE "LONG TOM."

On the arrival of Colonel Plumer at Petersburg, 300 Boers under cover of the burghers, retired in the direction of Haerensberg, destroying 35,000 rounds of ammunition and removing a "long tom." The town and bridges were not damaged.

LATER.

GREAT BRITAIN.

ANTICIPATING THE BUDGET.

BEET SUGAR.

In anticipation of the Budget, the importations of the Beet Sugar into Liverpool during the week have been 10,000 tons more than usual.

BRITISH SOUTH AFRICA.

BELEAGUERED RUSTENBERG.

DEADLY MINUTE-GUNS.

The garrison of Rustenberg, 1,500 strong, which was practically invested from the 17th January to the end of March, saluted Queen Victoria's death and King Edward's accession with live shell minute-guns trained on the enemy.

ELUSIVE DE WET.

WHERE IS HE?

Commandant De Wet is believed to be still in the Transvaal.

EX-PRESIDENT STEYN.

NEEDS REST AND QUIET.

Ex-President Steyn with a few followers is at Tabaksberg in shattered health.

PLUMER AT PIETERSBURG.

BOERS COMPLETELY ROUTED.

Colonel Plumer's advance on Pietersburg was a complete surprise to the enemy, and interrupted their preparations for another invasion of Cape Colony. The flight of the Boers into the bush was a complete rout.

GREAT BRITAIN AND THE UNITED STATES.

A PROSPECTIVE ARRANGEMENT.

THE NICARAGUAN CANAL.

Senator Hay is sounding the opinions of Senators with a view to the arrangement of a basis for a renewal of negotiations with Great Britain for a new Nicaraguan Canal treaty.

LATER.

BRITISH SOUTH AFRICA.

MORE PEACE RUMOURS.

STEYN ADVISES SURRENDER.

It is rumoured that Steyn has advised the burghers still on command to surrender.

THE CHINA SQUADRON.

NAVAL MOVEMENTS.

H.M.S. *Eclipse* replaces H.M.S. *Hermione* on the China Station.

THE POWERS AND CHINA.

THE INDEMNITY QUESTION.

AMERICA'S PROPOSAL.

It is understood that America proposes to fix the indemnity to be claimed from China

on the basis of the number of troops actually employed in the relief of the Peking Legations, whereby Great Britain ranks first, Japan next, and the United States third.

WEATHER REPORT.

The Observatory report says:—

On the 16th at 11.55 a.m. the barometer has risen on the China coast, particularly in the North, where pressure is again high. The depression is probably crossing Japan. Gradients slight to moderate with moderate to fresh monsoon on the coast, and increasing monsoon in the N. part of the China Sea. Forecast—Moderate or fresh N.E. winds; drizzling rain or mist.

LOCAL AND GENERAL.

The English mail of the 16th March was delivered in London on the 13th inst.

The return of cases of communicable disease reported as occurring in the Colony during the week ended 13th instant shows:—Bubonic Plague, eighteen cases, twenty deaths; Enteric Fever, one case (Japanese); Small-pox, six cases, six deaths (all Chinese).

A Peking telegram of 11th instant, published by the *China Gazette*, says:—Captain Bartsch (and Inf. Reg.) was found lying dead this morning five miles from Peking. He was returning from the Imperial Summer Palace, when he was, apparently, murdered by a shot through the back.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

BUILDERS are complaining bitterly of the scarcity of labour and the consequent rise in wages. It is suggested that the guilds are at the bottom of this state of affairs and that the labour market is being rigged by them with the object of enhancing prices. The building industry is said to be by no means the only one affected.

THE Brough Company arrived this morning from Shanghai by the *Kong Albert*. As advertised, they open at the Theatre Royal to-night with Mr. C. Haddon Chamber's delightful comedy "The Tyranny of Tears." The exceptional excellence of the Brough Company has reached us from Shanghai, and we can expect to see "bumper" houses every night.

ACCORDING to a London telegram of 10th instant published in the *Shanghai Mercury*, the Hon. Mr. W. W. Rockhill reports that the claims made by the Powers aggregate 500,000,000 gold dollars. The United States Government has instructed its representative, Mr. Rockhill, to strenuously oppose the demands made by certain Powers. The Hon. John Hay, United States Secretary of State, has suggested to the Powers to accept 100 per cent reduction on their claims, recouping themselves by additional commercial concessions.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Dorabjee Nowrojee	25
Mitsui Bussan Kaisha	25
W. Powell & Co.	10
R. Marten	10
C. Mitsel	10
C. M. Bhesania & Co.	10
"D"	5
A. C. Malory	5
Tang Kwan Pon	5
Tang Siu Mun	5
Hon. W. Chatham	5
A. Denison	5
E. W. Terry	5

AN Irishman who was out of work, went on board a vessel that was in the harbour and asked the captain if he could find him work on the ship.

"Well," said the captain, at the same time handing the Irishman a piece of rope, "if you could hold three ends to that rope, you shall have work."

The Irishman got hold of one end of the rope, and, showing it to the captain, said: "That's one end, your honour." Then he took hold of the other end, and, showing it to the captain as before said: "And that's two ends, your honour." Then taking hold of both ends of the rope, he threw it overboard saying: "And, faith, there's an end to the rope, your honour!" He was engaged.

ONE of the soldiers involved in the disturbance on Sunday last, says the *Shanghai Mercury* of 11th instant, died as the result of injuries sustained through collision with a ricksha while attempting to make his escape. The funeral of the unfortunate soldier took place in the forenoon, being attended by nearly two hundred of his former comrades. Four huge wreaths, each carried by two bearers, followed the hearse. The *Shanghai Mercury* of this morning accuses the English press of exaggerating the affair.

We must point out, however, that our account of the unfortunate incident was in no way exaggerated, and we scrupulously abstained from making any comments. We do not think that Shanghai is in any way a rowdy town, especially in view of the diverse elements both in the population and garrison, and it compares very favourably with other garrison towns.

POVERTY IN PRUSSIA.

While in England, says "Cosmopolite," in *To Day*, no income-tax is levied on incomes of less than £100 in Prussia; on the other hand, the limit of exemption is drawn at incomes of less than £45. Yet even with this only 8.6 per cent. of the population of Prussia are income-tax payers, over 91 per cent. having to live on less than £45 per annum. Again, the property tax leviable on real and personal property of over £300 capital value shows that only 14,000 individuals out of a total population of 32 millions possess property of over £45,000 value.

SANITARY BOARD ELECTION.

A COMEDY.

THE HONGKONG PUBLIC.

WHERE ARE THEY?

Yesterday afternoon a meeting took place at four o'clock for the purpose of nominating and electing two gentlemen to the Sanitary Board, to fill the vacancies caused by the resignation of Mr. J. McKie and Dr. Hartigan.

Mr. J. W. Norton Kyshre attended as president and the ratepayers were represented by Messrs. G. C. Anderson, F. C. Collins, A. Cunningham, J. S. Hagen, Dr. Hartigan, E. Osborne, C. W. F. Playfair, T. H. Reid, E. Robinson, A. H. Skelton, W. M. Watson, R. C. Wilcox and G. P. Williams.

There being no response to the President's request for nominations, he begged to be allowed to give his experience of Penang and Singapore in the year 1880, when the apathy of the inhabitants regarding municipal matters was so great that it was the intention of the Government to do away with the municipality altogether, and he believed that this apathy was displayed because the leading inhabitants took no interest in the matter, and not with the view of opposing the Government. It was then, and not till then, that the inhabitants saw their folly and worked up a little public spirited interest. He was sure it was no good whatever "going agin the Government" and whatever the defects of the law might be, we must abide by it.

Mr. Playfair then rose and said that as the President had thrown Penang and Singapore in the teeth of Hongkong, he would like to retort with Shanghai. There was no apathy in Shanghai. It was a model community governed by a Municipality elected by members of that community, and well governed too. With fair representation they could get the same good government here. It was not apathy which was the cause of the small attendance but disgust. Members could not be expected to allow themselves to be browbeaten by Government officials. People were not going to come forward and offer themselves for election. It was the duty of the Legislative Council to invite them to do so.

Mr. Wilcox said that as there were only fifteen present they could hardly be considered to represent the voice of the ratepayers of Hongkong and that if they were to proceed to the election of any members that day the whole proceedings would develop into a farce. After a few moments' thirst and "pressing business," resulted in Mr. Kyshre being left in solitary importance until six o'clock; no names being presented for election up till that hour.

MR. LAMBERT ON LIQUID FUEL.

The following is a continuation of our report which appeared in our last night's issue.

Mr. Lambert pointed out that another advantage derived from the use of liquid fuel on steamers was that trimming was dispensed with, and in heavy weather a steady head of steam could be maintained, and as the oil did not require a draught, as in the case of coal, a steady head of steam could also be maintained in hot and close weather.

The various methods of burning liquid fuel were divided into three classes.

(1) Furnaces into which the oil is run or dropped and burnt without gasifying or spraying.

(2) Furnaces in which the oil is first wholly or partly gasified.

(3) Furnaces into which the oil is sprayed.

The early ideas about the danger attaching to the use of oil as fuel and the carriage of oil in bulk, Mr. Lambert said, were wholly erroneous. Liquid Fuel seemed to give the best results in boilers having large fire boxes, and would probably give excellent results in water-tube boilers.

The Chairman, having complimented Mr. Lambert on his interesting paper invited any of those present who would care to do so to discuss the matter.

Mr. Lambert said there were several engineers present who, if not actually using liquid fuel, had experience of its use in the past and perhaps they would be able to tell him something about it.

Mr. Sopitt said he had been using liquid fuel for some eighteen months and he had always found it satisfactory as regards cleanliness and saving of labour: he thought that with vessels properly constructed for the purpose there was no reason why liquid fuel should not be universally used.

Mr. Lambert, in discussing the question of bridges and brick work in furnaces, said that it was only by experimenting and experience that they could discover the best bricks to use. In his opinion modern boilers were not suited for the burning of liquid fuel. The furnaces being too short to allow the flame time to become broken up.

Mr. Kinghorn pointed out that so far as the discussion had gone nothing had been said regarding the economy of liquid fuel. He thought the question was not that of adopting liquid fuel to boilers so much as that of economy. The reason for the great expense being the enormous quantity of water required to enable it to be used in steamers. Mr. Kinghorn then expressed a wish to hear something of the experience of Admiral Melville in the recent United States Navy trials. Mr. Smith who had been present during those trials then rose and gave a very technical version of what he knew of the subject. He said the air was forced in at one end of the furnace and that oil, by means of a double tap was sent in with it and broke almost entirely round the furnace. The air struck the oil in a vertical direction.

Captain Anderson said he had looked into the question of liquid fuel, mainly with the view of finding out the cause of its non-adoption by British ship-owners, in spite of the fact that Russia had made, and great use of it on many of her railways, and on the Caspian Sea. As far as he could see British ship-owners had not been certain of getting a sufficient supply for their vessels; and another reason was probably the fact that the cost of coal was less.

Mr. Kirkwood in alluding to what was done in Hongkong in 1871, when coal tar was tried as fuel, said that up to that time tar was considered useless, but as soon as they found they could make fuel of it for launches in the Harbour the price went up.

The Chairman said he considered Mr. Kinghorn had struck the right note in speaking of economy in burning liquid fuel. Before anyone could advocate the exclusive use of liquid fuel on ships, the first question to be considered was that of economy.

It was then agreed that the discussion should be postponed for a fortnight. A most instructive and interesting discussion was brought to a close, by a vote of thanks to Mr. Lambert and to the Chairman.

AT THE MAGISTRACY.

A HARD BED RESULTS IN HARD LABOUR. Mehrar De

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at Noon.
IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April, at Noon.
SHIMANO MARU.....	KOBE and YOKOHAMA	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. } Freight and Passage.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. } Freight.
AMBRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th June, at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

via INLAND SEA OF JAPAN AND HONOLULU.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.
S.S. "Albatross" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

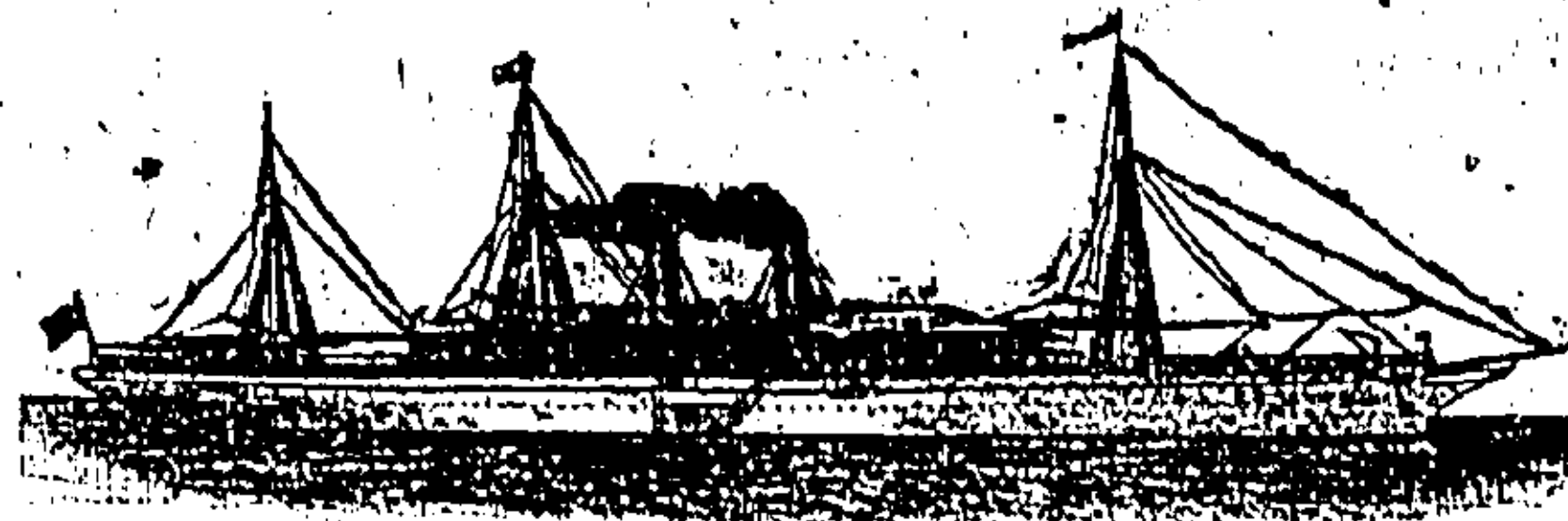
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; via THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

via INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	TONS.	CAPTAINS.	PROPOSED SAILINGS.
Olympia.....	2,837	J. Truebridge	April 26
Duke of York.....	3,211	J. S. Cox	May 7
Tacoma.....	2,811	A. Dixon	May 17
Victoria.....	3,192	J. Panton	May 28

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This concession not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, via SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Straitsville..... about April 20

THE Steamship

"STRAITHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th April, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
FOOCHOW.....	"HUNAN".....	19th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN".....	23rd instant.
MANILA.....	"TSINAN".....	23rd instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th April, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"OALCHAS".....	19th April.
"	"DARDANUS".....	2nd May.
FOR	STEAMERS.	TO SAIL.
LONDON via MANILA.....	"AGAMEMNON".....	19th April.
"	"AJAX".....	30th April.
"	"ANTENOR".....	14th May.
LIVERPOOL (DIRECT).....	"TANTALUS".....	15th April.
(Taking Cargo at LONDON RATES).....	"FYREBUS".....	15th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. & Co.

Hongkong, 15th April, 1901.

IMPERIAL GERMAN MAIL LINE. NOTICE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD. Captain R. Heintze, due here with the outward German Mail about TUESDAY EVENING, the 16th instant, will leave for the above Places about 24 hours after arrival.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 13th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"GISELA," Captain Mosca, will leave for the above places, on SATURDAY, the 20th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"MAIZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.) FOR NEW YORK via SUEZ CANAL. (With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTORIA," Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901.

Intimations.

NOTICE.

TO AMATEUR PHOTOGRAPHERS.

MEE CHEUNG begs to notify his many Customers that in order to meet the demands of AMATEUR PHOTOGRAPHERS he OPENED a New Department on 2nd April, 1901, which will be devoted exclusively to their interests. Two skilled operators in constant attendance.

Developing and Printing in all Branches executed with care and promptness.

Enlarging from small negatives a speciality. Hand Camera refilled.

All kinds of repairs to apparatus undertaken. Prices very Moderate.

OFFICE in Corridor of HONGKONG HOTEL where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost.

Hongkong, 6th April, 1901.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENTS for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1896.

MITSUI BUSSAN KAISHA.

No. 6, Lee House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuji Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mike Cotton Spinning Mills.

THE AMERICAN SQUADRON

THE AMERICAN SQUADRON.
Albany, U.S. cruiser, 3,500 tons, Comdr. J. F. Craig, at Manila.
Bennett, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Broughley, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 157 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 219 h.p., Comdr. S. W. Verry, at Shanghai.
Catfish, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 340 h.p., Comdr. H. G. D. Colby, at Hongkong.
Culebra, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,999 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Hongkong.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Narro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Montezuma, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Piggman, at Canton.
Nanshan, U.S. collier, Ensign F. E. Ridgely, at Hongkong.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, at Hongkong.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.
Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., en route Woosung.
Petrel, U.S. cruiser, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Scintila, U.S. cruiser, 7,200 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,170 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafre, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.
Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Hongkong.
Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.
Istomboli, Italian cruiser, 3,988 tons, Captain R. Marselli, Hongkong.
Seller Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.
Atschan, British steamer, 1,425, J. Dick, Hongkong, Canton, and Macao Steamboat Co.
Io-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, & Macao Steamboat Co.
Yowan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Bankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Io-long, Chinese steamer, 409 tons, Captain —, Chi Wo & Co.
Si-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Sh Kong, British steamer, Kwong Wan S.S. Co.
Hong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Hongkong, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Hongkong, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Anglung, Chinese steamer, 583, Holmes, China Merchant Steam Navigation Co.
Canton and West River.
Hongkong, British steamer, 141, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
ty of Whampoa, Chinese steamer, 40, Ah Yon.
in Chow, Chinese steamer, Ah Yon.

Hongkong and West River.
Hongkong, British steamer, 259, D. Bowie, Kwong Wang Steamship Co.
ung Kong, Y. Kun, 58, Kwong Wan S.S. Co.
ai Lung, British steamer, Kai Hing & Co., American lorch.
ung, British steamer, J. J. Leslie, Hongkong, Canton and Macao Steamboat Co.
—, J. M. Co. and B. & S.

Lorchas and Schooners.
itting, lorch, 160, Reynolds, Hongkong to Canton, Hung Kum Sing.

Post Office.
A Mail will close:—
for Canton—Per *Honani*, to-morrow, the instant, at 9 A.M.
for Hiphong—Per *Hoishao*, to-morrow, the instant, at 9 A.M.
for Takao—Per *Taito Maru*, to-morrow, the instant, at 9 A.M.
for Europe, &c., India, via 'Tuticorin—Per *Georg Albert*, to-morrow, the 17th instant, at 4 P.M.
for Singapore, Colombo and Bombay—Per *Isle*, to-morrow, the 17th instant, at 1 P.M.
for Macao—Per *Heungkong*, to-morrow, the instant, at 1.15 P.M.
for Hoihow and Pakhoi—Per *Hailan*, to-morrow, the 17th instant, at 4 P.M.
for Canton—Per *Fatshan*, to-morrow, the instant, at 3 P.M.
for Singapore—Per *Canalia*, on Thursday, 18th instant, at 10 A.M.